

## Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 PM-04 H-02 L-03 NSC-05

PA-02 PRS-01 SP-02 SS-15 USIA-15 FEA-01 AID-05 CEQ-01

OFA-01 EPA-04 IO-11 NSF-02 OES-05 INT-05 /116 R

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APPROVED BY:EB/OA/AVP:AWHITE

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FM SECSTATE WASHDC

TO AOEMBASSY LONDON PRIORITY 7558/7559

AMEMBASSY PARIS

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C O R R E C T E D COPY (LAST FOUR LINES PARA. 4 AND FIRST LINE  
PARA 5 OMITTED.)

E.O. 11652: N/A

TAGS: EAIR, UK, FR

SUBJECT: SPECIAL CONCORDE HEARING JANUARY 5

### 1. SUMMARY

OVER 70 WITNESSES APPEARED AT SECRETARY COLEMAN'S  
SPECIAL ONE DAY HEARING ON CONCORDE, INCLUDING TWO  
SENATORS AND EIGHT CONGRESSMEN AS WELL AS REPRESENTATIVES  
OF FRENCH AND UK GOVERNMENTS. PRESENTATIONS WERE  
CAREFULLY BALANCED BY DOT BETWEEN CONCORDE AND ANTI-  
CONCORDE REPRESENTATIVES, WHO CITED FAMILIAR ARGUMENTS.  
EPA REPRESENTATIVE REQUESTED THAT CONCORDE BE DENIED  
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ENTRY. COLEMAN CONDUCTED HEARING IN NEUTRAL MANNER,

GIVING NO INDICATION OF WHAT HIS DECISION WILL BE..

2. LEAD-OFF WITNESSES WERE MINISTER OF STATE KAUFMAN OF UK AND FRENCH DIRECTOR OF AIR TRANSPORT ABRAHAM. THEIR ORAL STATEMENTS WERE LOW KEY AND CONFINED TO MERITS OF CONCORDE PLANE ITSELF. GIST OF ARGUMENT WAS THAT CONCORDE NOISE IS BROADLY COMPARABLE TO THAT OF OLDER 707S AND DC-8S STILL IN OPERATION AND THAT ENVIRONMENTAL IMPACT WILL BE NEGLIGIBLE. IN RESPONSE TO QUESTIONS FROM COLEMAN, BOTH KAUFMAN AND ABRAHAM SAID THAT THEY HAD NO KNOWLEDGE OF ANY AGREEMENTS

PUBLIC OR PRIVATE UNDER WHICH U.S. OFFICIALS HAD GUARANTEED CONCORDE ENTRY INTO U.S. REGARDLESS OF CIRCUMSTANCES. BOTH KAUFMAN AND ABRAHAM ACKNOWLEDGED THAT THEY FULLY UNDERSTOOD THAT EVEN IF PERMISSION IS GRANTED FOR REQUESTED FLIGHTS, ANY ADDITIONAL FLIGHTS LATER WOULD BE SUBJECT TO SEPARATE REQUESTS AND U.S. DECISIONS. KAUFMAN ALSO STATED IN RESPONSE TO A QUESTION FROM COLEMAN THAT A U.S. DECISION TO DENY CONCORDE ENTRY WOULD NOT VIOLATE ANY INTERNATIONAL AGREEMENTS.

3. ROGER STRELOW, ASSISTANT EPA ADMINISTRATOR, AND ONLY ADMINISTRATION OFFICIAL WHO TESTIFIED, RECOMMENDED ON BEHALF EPA THAT APPLICATIONS FOR CONCORDE ENTRY SHOULD BE DENIED. SECRETARY COLEMAN, IN SHARP EXCHANGE, ASKED IF THIS DID NOT AMOUNT TO A REVERSAL OF EPA'S POSITION, SINCE EPA HAD ORIGINALLY PROPOSED THAT NOISE RULE FOR SST'S NOT BE MADE APPLICABLE TO FIRST 16 CONCORDES PRODUCED. STRELOW CONTENDED THAT EPA'S ORIGINAL POSITION, FORMULATED BEFORE DRAFT EIS WAS ISSUED LAST MARCH, HAD BEEN THAT EXEMPTION OF FIRST 16 CONCORDES WAS ONLY ONE POSSIBILITY TO BE CONSIDERED. IN ANY CASE, EPA IS NOW ON RECORD AS OPPOSING CONCORDE ENTRY.

4. SENATOR GOLDWATER MADE STATEMENT VIGOROUSLY DEFENDING CONCORDE, CLAIMING THAT ENVIRONMENTAL FACTORS HAVE BEEN UNCLASSIFIED

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EXAGGERATED AND MISREPRESENTED. SENATOR BUCKLEY OF NEW YORK URGED COLEMAN TO BAR CONCORDE. REPRESENTATIVES WILDER, WOLFF AND OTTINGER OF NEW YORK, FISHER OF VIRGINIA, YATES OF ILLINOIS, INGLE OF MICHIGAN, AND STANTON OF OHIO OPPOSED CONCORDE ENTRY. REPRESENTATIVE STRATTON OF NEW YORK WAS ONLY CONGRESSMAN PRESENT WHO FAVORED ENTRY. GOVERNOR CAREY OF NEW YORK, REPRESENTED BY STATE SECRETARY OF TRANSPORT, OPPOSED ENTRY OF

CONCORDE INTO JFK AIRPORT. VIRGINIA SECRETARY OF HIGHWAYS AND TRANSPORT URGED THAT SPECIFIED NUMBER OF CONCORDE FLIGHTS BE ADMITTED AT LEAST TO DULLES ON EXPERIMENTAL BASIS FOR LIMITED PERIOD OF TIME. CONGRESSMAN STANTON, WHO SPONSORED AMENDMENT TO ADAP BILL PROHIBITING CONCORDE ENTRY FOR SIX MONTH PERIOD, CLAIMED HIS AMENDMENT HAS SUFFICIENT SUPPORT TO PASS SENATE. STANTON SAID FINAL DECISION ON CONCORDE SHOULD BE MADE BY CONGRESS AND HE ADVISED COLEMAN THAT, SHOULD HE RULE IN FAVOR OF CONCORDE, HE SHOULD ALLOW SIX MONTHS FOR CONGRESS TO ACT BEFORE COLEMAN DECISION BECOMES EFFECTIVE.

5. WITH REGARD TO PROS AND CONS, THERE WERE NO SURPRISES AT THE HEARING AND THE ARGUMENTS ADVANCED ON BOTH SIDES WERE THE USUAL ONES RELATING TO ENVIRONMENTAL CONCERNS, POSSIBLE EFFECT ON ECONOMIC TIES WITH UK AND FRANCE, SAFETY AND FUEL CONSIDERATIONS, ETC. GROUP OF DALLAS OFFICIALS SAID PLANE IS WELCOME AT DALLAS AIRPORT AND URGED THAT CONCORDE ENTRY BE APPROVED. WILLIS ARMSTRONG, REPRESENTING INTERNATIONAL CHAMBER OF COMMERCE, ALSO URGED APPROVAL.

6. QUESTION OF NIXON LETTERS AND STATE DEPARTMENT ROLE WAS RAISED BY CONGRESSMAN YATES. COLEMAN INTERVENED TO POINT OUT THAT NIXON LETTERS TO POMPIDOU AND HEATH CONTAINED NO GUARANTEES OF CONCORDE ENTRY AND DIRECTED THAT NIXON LETTERS BE PLACED IN RECORD OF HEARING. WITH REGARD TO STATE DEPT ROLE, COLEMAN SAID HE HAD ASKED FOR SECRETARY KISSINGER VIEWS AND THAT THESE VIEWS HAD BEEN CONVEYED TO HIM IN THE SECRETARY'S LETTER OF OCTOBER 6. COLEMAN ALSO CITED LETTER FROM ACTING SECRETARY INGERSOLL OF JANUARY 2, WHICH ASKED

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THAT SECRETARY KISSINGER'S LETTER BE MADE PART OF RECORD OF HEARING.

7. MOST WITNESSES INDICATED THAT THEY WERE SUBMITTING ADDITIONAL, MORE LENGTHLY WRITTEN STATEMENTS FOR THE RECORD. BRITISH AND FRENCH GOVERNMENTS JOINTLY SUBMITTED WRITTEN STATEMENT WHICH, IN CONTRAST TO ORAL STATEMENTS, MAKES REFERENCE TO "POLITICAL CONSEQUENCES" OF ANY NEGATIVE DECISION, AND CLEARLY IMPLIES POSSIBILITY OF RETALIATION IN AIRCRAFT PURCHASES. MOST MEDIA REPORTS QUOTED FROM THIS DOCUMENT.

8. COLEMAN ISSUED AT HEARING A LIST OF SPECIFIC LEGAL QUESTIONS RELATING TO APPLICABILITY OF CHICAGO CONVENTION, BILATERAL AGREEMENTS WITH FRANCE AND UK, AND DOMESTIC

ENVIRONMENTAL LEGISLATION TO HIS DECISION (COPIES BEING POUCHED). HE INVITED COMMENT ON THESE QUESTIONS BY JAN 13.

9. HEARING WAS TELEVISED AND RECEIVED EXTENSIVE MEDIA COVERAGE. LIST OF PARTICIPANTS AND STATEMENTS ENTERED FOR FORMAL RECORD OF HEARING WILL BE POUCHED AS AVAILABLE.

10. COMMENT

ALMOST ALL WITNESSES COMMENDED SECRETARY COLEMAN FOR MANNER IN WHICH HE DEALT WITH CONCORDE ISSUE. SECRETARY COLEMAN WAS CAREFUL TO GIVE BOTH SIDES EQUAL TIME AND GAVE NO INDICATIONS DURING HEARING OF WHAT HIS FINAL

DECISION WILL BE, EXCEPT TO RECONFIRM THAT HE WILL MAKE IT WITHIN 30 DAYS. SOME OF THOSE WHO APPEARED IN FAVOR OF CONCORDE INDICATED THAT IT SHOULD BE ADMITTED AT LEAST ON AN EXPERIMENTAL BASIS. PRESS COMMENTARY HAS PICKED THIS UP AND SOME COMMENTATORS CONCLUDE THAT COLEMAN'S DECISION MAY BE IN DIRECTION OF SOME FORM OF LIMITED, COMMERCIAL ENTRY FOR EXPERIMENTAL PERIOD DURING WHICH TIME ACTUAL IMPACT OF CONCORDE CAN BE MONITORED. KISSINGER

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## Message Attributes

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**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** AIRCRAFT, CIVIL AVIATION, MEETING PROCEEDINGS, CONCORDE  
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**Copy:** SINGLE  
**Draft Date:** 07 JAN 1976  
**Decaption Date:** 01 JAN 1960  
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**Disposition Action:** n/a  
**Disposition Approved on Date:**  
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**Subject:** SPECIAL CONCORDE HEARING JANUARY 5  
**TAGS:** EAIR, SENV, UK, FR, US, (COLEMAN, WILLIAM T JR)  
**To:** LONDON PARIS  
**Type:** TE  
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